GasLog Partners LP
Q2 2018 Results Presentation

July 26, 2018

Forward-Looking Statements

All statements in this presentation that are not statements of historical fact are "forward-looking statements" within the meaning of the U.S. Private Securities Litigation Reform Act of 1995. Forward-looking statements include statements that address activities, events or developments that the Partnership expects, projects, believes or anticipates will or may occur in the future, particularly in relation to our operations, cash flows, financial position, liquidity and cash available for dividends or distributions, plans, strategies, business prospects and changes and trends in our business and the markets in which we operate. We caution that these forward-looking statements represent our estimates and assumptions only as of the date of this presentation, about factors that are beyond our ability to control or predict, and are not intended to give any assurance as to future results. Any of these factors or a combination of these factors could materially affect future results of operations and the ultimate accuracy of the forward-looking statements. Accordingly, you should not unduly rely on any forward-looking statements.

Factors that might cause future results and outcomes to differ include, but are not limited to, the following:

- general LNG shipping market conditions and trends, including spot and long-term charter rates, ship values, factors affecting supply and demand of LNG and LNG shipping, technological advancements and opportunities for the profitable operations of LNG carriers;
- fluctuations in charter hire rates and vessel values;
- changes in our operating expenses, including crew wages, maintenance, dry-docking and insurance costs and bunker prices;
- number of off-hire days and dry-docking requirements including our ability to complete scheduled dry-dockings on time and within budget;
- planned capital expenditures and availability of capital resources to fund capital expenditures;
- our ability to maximize the use of our vessels, including the re-deployment or disposition of vessels no longer under long-term time charter commitments, including the risk that certain of our vessels may no longer have the latest technology at such time which may impact the rate at which we can charter such vessels;
- our ability to secure new multi-year charters at economically attractive rates;
- fluctuations in prices for crude oil, petroleum products and natural gas, including LNG;
- our ability to expand our fleet by acquiring vessels through our drop-down pipeline with GasLog;
- our ability to leverage GasLog's relationships and reputation in the shipping industry;
- the ability of GasLog to maintain long-term relationships with major energy companies;
- changes in the ownership of our charterers;
- our customers' performance of their obligations under our time charters and other contracts;
- our future operating performance, financial condition, liquidity and cash available for distributions;
- our ability to acquire assets in the future, including vessels from GasLog;
- our ability to obtain financing to fund capital expenditures, acquisitions and other corporate activities, funding by banks of their financial commitments, funding by GasLog of the revolving credit facility with GasLog entered into on April 3, 2017 and our ability to meet our restrictive covenants and other obligations under our credit facilities;
- future, pending or recent acquisitions of ships or other assets, business strategy, areas of possible expansion and expected capital spending;
- the expected cost of and our ability to comply with environmental and regulatory conditions, including changes in laws and regulations or actions taken by regulatory authorities, governmental organizations, classification societies and standards imposed by our charterers applicable to our business;
- risks inherent in ship operations, including the discharge of pollutants;
- GasLog's relationships with its employees and ship crews, its ability to retain key employees and provide services to us, and the availability of skilled labor, ship crews and management;
- potential disruption of shipping routes due to accidents, political events, piracy or acts by terrorists;
- potential liability from future litigation;
- our business strategy and other plans and objectives for future operations;
- any malfunction or disruption of information technology systems and networks that our operations rely on or any impact of a possible cybersecurity breach; and
- other risks and uncertainties described in the Partnership's Annual Report on Form 20-F filed with the SEC on February 12, 2018, available at http://www.sec.gov.

We undertake no obligation to update or revise any forward-looking statements contained in this presentation, whether as a result of new information, future events, a change in our views or expectations or otherwise. New factors emerge from time to time, and it is not possible for us to predict all of these factors. Further, we cannot assess the impact of each such factor on our business or the extent to which any factor, or combination of factors, may cause actual results to be materially different from those contained in any forward-looking statement.

The declaration and payment of distributions are at all times subject to the discretion of our board of directors and will depend on, amongst other things, risks and uncertainties described above, restrictions in our credit facilities, the provisions of Marshall Islands law and such other factors as our board of directors may deem relevant.

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GasLog Partners' Q2 2018 Highlights

- Completed the acquisition of the *GasLog Gibraltar* from GasLog Ltd. ("GasLog") for $207.0 million, inclusive of $45 million in new units to GasLog Ltd., with attached multi-year charter to a subsidiary of Royal Dutch Shell plc ("Shell")
- Completed the dry-docking and installation of reliquefaction modules on the *GasLog Santiago* and the *GasLog Sydney,* enhancing their commercial competitiveness
- Successfully re-chartered the *GasLog Sydney* for at least 18 months with a wholly owned subsidiary of Cheniere Energy, Inc. ("Cheniere")
  - Increases our contracted days to 91% in 2018 and 2019
- Partnership Performance Results(1) for Revenues, EBITDA(2) and Profit increased by approximately 20%, 18% and 18%, respectively, compared with Q2 2017
- Declared cash distribution of $0.53 per common unit, unchanged from Q1 2018 and 4% higher than Q2 2017
  - Distribution coverage ratio(3) of 0.94x, or 1.18x when adjusted for the dry-docking of the *GasLog Santiago* and the *GasLog Sydney*
- Reiterating 5% to 7% distribution growth guidance for 2018

1. Partnership Performance Results represent the results attributable to GasLog Partners which are non-GAAP financial measures.
2. EBITDA is a non-GAAP financial measure, and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definition and reconciliation of this measure to the most directly comparable financial measure calculated and presented in accordance with the Partnership Performance Results, please refer to the Appendix to these slides.
3. Distribution coverage ratio represents the ratio of Distributable cash flow to the Cash distribution declared.

Quarterly Partnership Performance Results[1], Distribution And Distribution Coverage Ratio

(In Millions, Except Per Unit Data)

	Q2 2018	Q1 2018	Q2 2017	% Change From Q1 2018	% Change From Q2 2017
Revenues	$74.9	$77.1	$62.6	-2.8%	19.7%
EBITDA[2]	$53.3	$55.8	$45.2	-4.6%	17.8%
Distributable Cash Flow[2]	$22.9	$27.5	$23.3	-16.6%	-1.5%
Adjusted Distributable Cash Flow[2] [3]	$28.7	$27.6	$23.3	4.0%	23.6%
Quarterly Cash Distribution Per Unit	$0.530	$0.530	$0.510	0.0%	3.9%
Annualized Cash Distribution Per Unit	$2.120	$2.120	$2.040	0.0%	3.9%
Distribution Coverage Ratio	0.94x	1.13x	1.11x	-0.19x	-0.17x
Adjusted Distribution Coverage Ratio[3]	1.18x	1.13x	1.11x	0.05x	0.07x

1. Partnership Performance Results represent the results attributable to GasLog Partners which are non-GAAP financial measures.
2. EBITDA, Distributable cash flow and Adjusted Distributable cash flow are non-GAAP financial measures, and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definition and reconciliation of these measures to the most directly comparable financial measure calculated and presented in accordance with the Partnership Performance Results, please refer to the Appendix to these slides.
3. Excludes the negative impact of $5.8 million related to the scheduled dry docking of the *GasLog Santiago* and the *GasLog Sydney* during Q2 2018.

The *GasLog Shanghai's* Performance In The Cool Pool

(Amounts in thousands of U.S. Dollars)	Q2 2017	Q2 2018
Pool gross revenues (included in Revenues)	-	1,516
Pool gross voyage expenses and commissions (included in Voyage expenses and commissions)	-	(78)
Adjustment for net pool allocation (included in Net pool allocation)	-	(357)
GasLog Partners' total net pool performance	**-**	**1,081**

- **Pool gross revenues:** Revenue of GasLog Partners' wholly owned vessels in The Cool Pool
- **Pool gross voyage expenses and commissions:** Bunkers and other costs of GasLog Partners' wholly owned vessels in The Cool Pool
- **Net pool allocation:** Positive/negative allocation to/from GasLog Partners from/to other Cool Pool members (including GasLog Ltd.) based on net pool results and revenue sharing mechanics

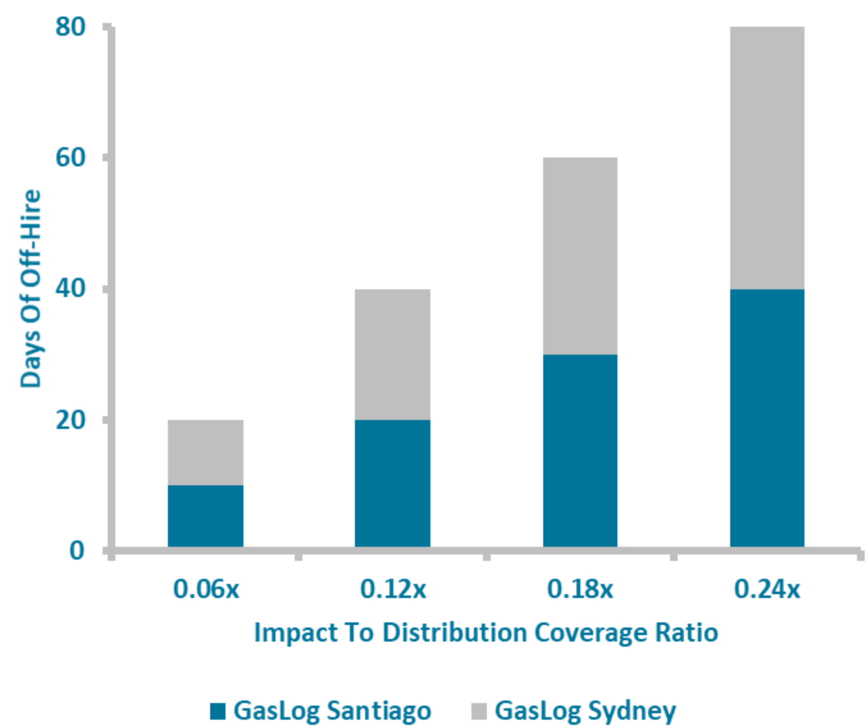
The *GasLog Shanghai* Entered The Cool Pool On May 18, 2018

Impact Of Dry-Docking On Q2 Distribution Coverage

Dry-Docking Fundamentals

Frequency	Once every 5 years
Estimated Duration	Typically 30 days per vessel
Vessel Enhancements	Installation of reliquefaction module typically adds 10 days
Revenue Impact	No revenue earned during dry-docking
Operating Expenses and CAPEX	Added costs for maintenance and repairs
Reserves	$270K/quarter per vessel

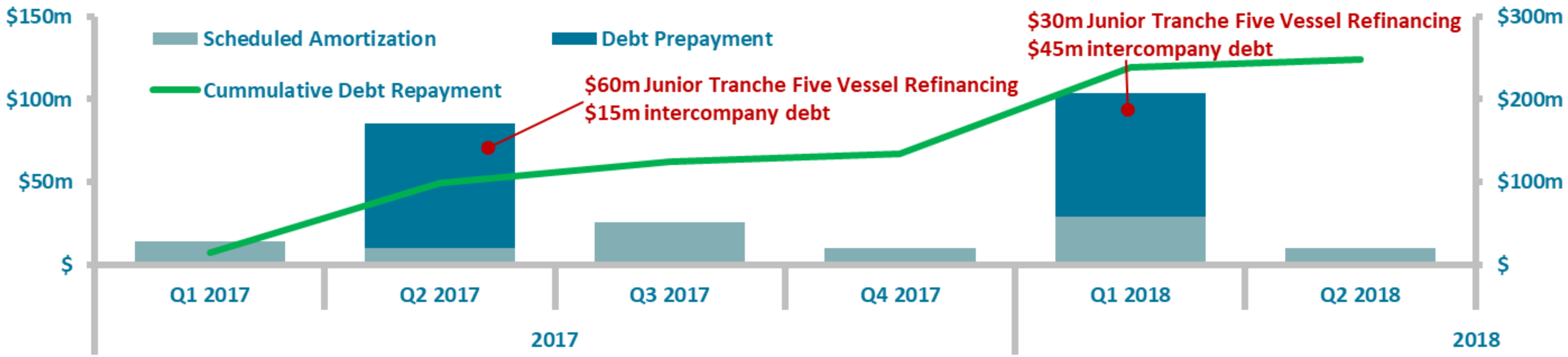
Q2 Distribution Coverage Sensitivity To Dry-Docking



Vessel Enhancements Added Approximately 10 Days To Each Dry-Docking

Liquidity And Balance Sheet Capacity To Fund Future Growth

Approximately $250M In Debt Repaid Since Q1 2017



Liquidity And Credit Metrics

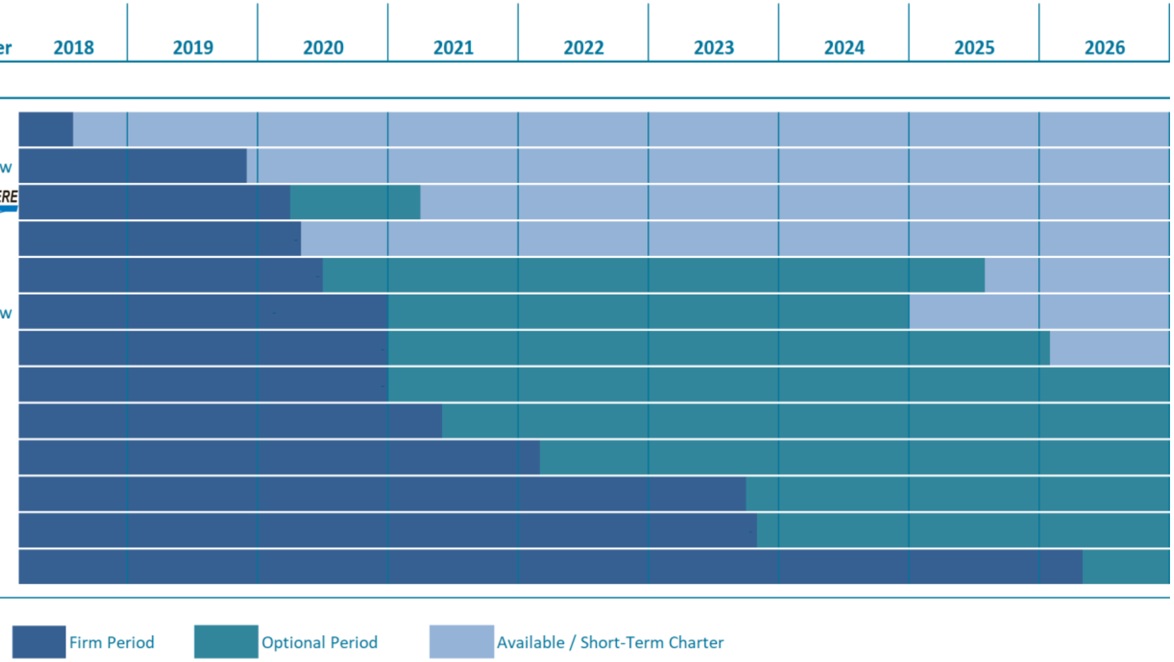
Liquidity (millions)	Q2 2018	Adjusted For Remaining $16.7m Investments In Vessel Enhancements
Cash And Cash Equivalents, Including Short-Term Investments	$148	$131
Availability Under Revolving Credit Facilities	$56	$56
Total Liquidity	**$204**	**$187**

Credit Metrics		
Total Debt / Total Capitalization	51.2%	51.2%
Net Debt / EBITDA[(1)] (Annualized)	4.9x	4.9x
Net Debt / Adjusted EBITDA[(1)(2)] (Annualized)	4.3x	4.3x

1. EBITDA and adjusted EBITDA are a non-GAAP financial measure, and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definition and reconciliation of these measures to the most directly comparable financial measure calculated and presented in accordance with IFRS, please refer to the Appendix to these slides
2. Adjusted for the $5.8 million impact to revenue related to the dry-docking of the *GasLog Santiago* and the *GasLog Sydney* as well as a full quarter contribution of the *GasLog Gibraltar*

New Charter Awards Enhance Revenue Visibility…

Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Partners LP				
GasLog Shanghai	TFDE	2013	155,000	Spot
Methane Jane Elizabeth[5]	Steam	2006	145,000	/ New
GasLog Sydney[9]	TFDE	2013	155,000	/ CHENIERE
Methane Rita Andrea	Steam	2006	145,000	
Methane Shirley Elisabeth[1]	Steam	2007	145,000	
Methane Alison Victoria[5]	Steam	2007	145,000	/ New
Methane Heather Sally[1]	Steam	2007	145,000	
GasLog Seattle[1]	TFDE	2013	155,000	
Solaris[1]	TFDE	2014	155,000	
GasLog Santiago[4]	TFDE	2013	155,000	New
GasLog Geneva[1]	TFDE	2016	174,000	
GasLog Gibraltar[1]	TFDE	2016	174,000	
GasLog Greece[1]	TFDE	2016	174,000	

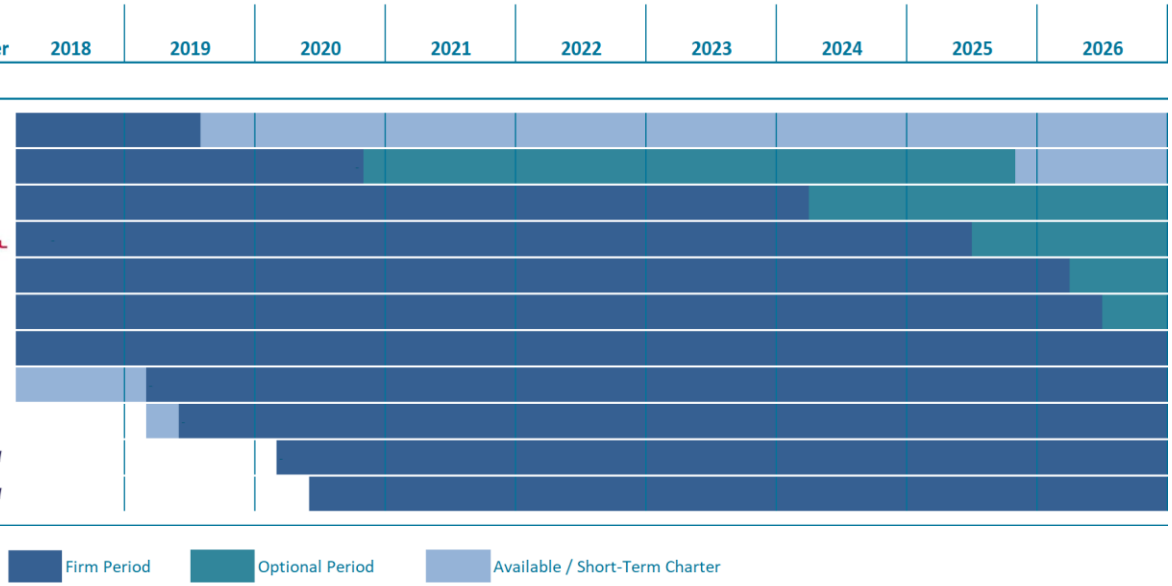


New Charter Award With Cheniere Increases Contracted Revenue Base

- GasLog Partners announced a new 18 month charter with Cheniere for the *GasLog Sydney* on June 18, commencing between September and December 2018
- Cheniere has options to extend the charter by up to one-year at escalating rates
- Total contracted revenues days increase to 91% in 2018 and 2019

…While Centrica Newbuild Charter Award At GasLog Ltd. Increases Potential Future Growth Opportunities

Vessel	Propulsion	Built	Capacity (cbm)	Charterer
GasLog Ltd.				
GasLog Skagen[6]	TFDE	2013	155,000	
Methane Lydon Volney[1]	Steam	2006	145,000	
Methane Becki Anne[1]	TFDE	2010	170,000	
GasLog Hong Kong[1][2]	X-DF	2018	174,000	TOTAL
Methane Julia Louise[1][3]	TFDE	2010	170,000	
GasLog Glasgow[1]	TFDE	2016	174,000	
GasLog Genoa[1]	X-DF	2018	174,000	
GasLog Houston[1][7]	X-DF	2018	174,000	
Hull 2131	X-DF	2019	174,000	
Hull 2213	X-DF	2020	180,000	centrica
Hull 2262[8]	X-DF	2020	180,000	centrica



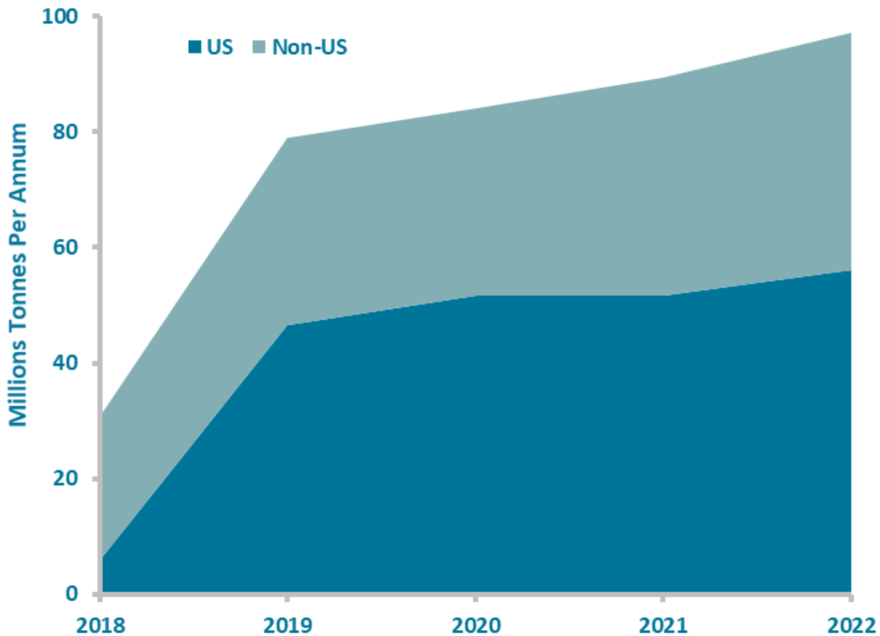
Recent Newbuild Charter Award At GasLog Ltd.

centrica

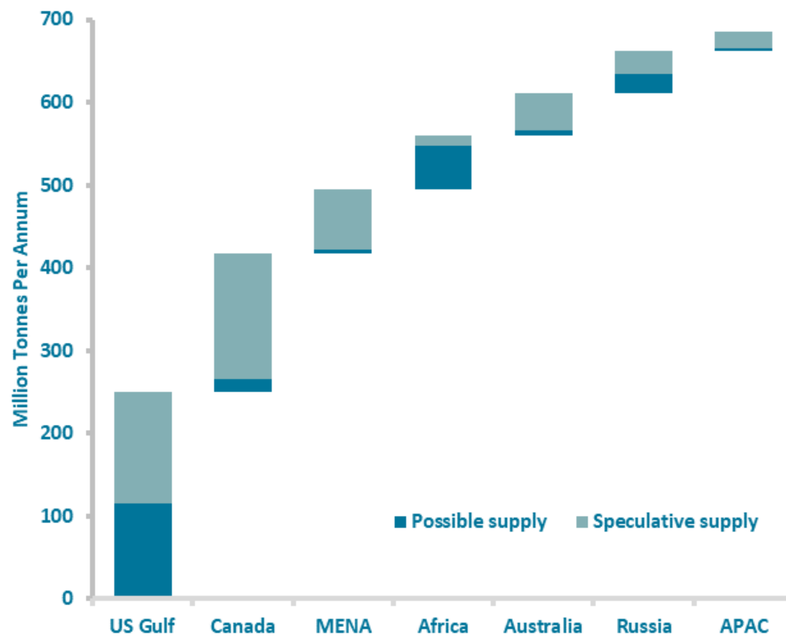
- GasLog signed a seven year charter with Centrica on May 30, 2018
- Centrica is a leading European energy company, headquartered in UK
- Hull 2262 has been ordered from Samsung Heavy Industries
- 180,000cbm LNG carrier with XDF propulsion. Charter commences mid-2020

Visible LNG Supply Growth Through 2022

Expected LNG Capacity Additions 2018-2022



Possible & Speculative Supply Sources

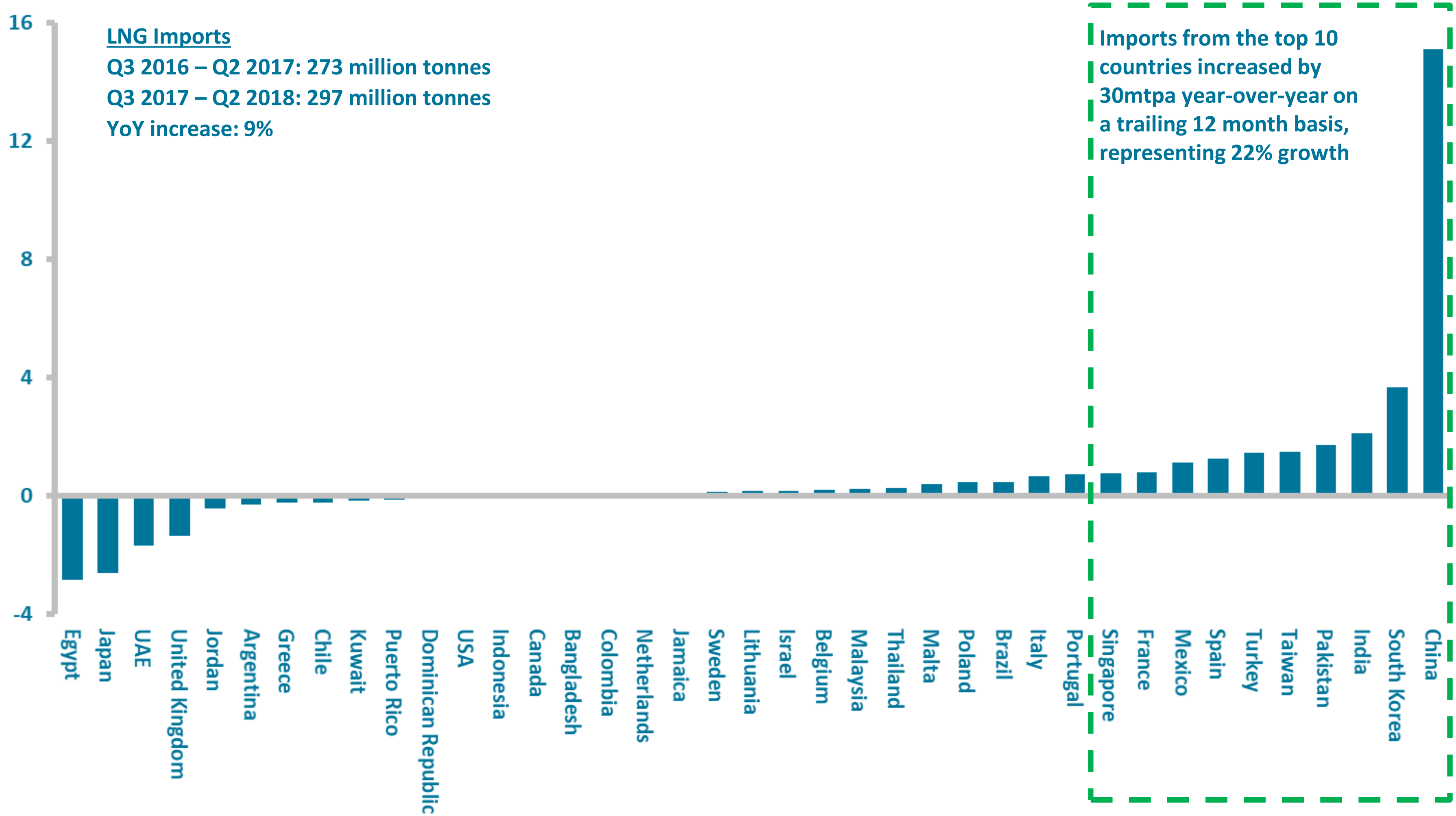


- Approximately 90 mtpa of new liquefaction capacity coming online by H1 2022
  - Nearly 60% of LNG production capacity under construction is in the US
  - Ichthys T1 & T2, Yamal T2 and Prelude expected to operational in H2 2018
  - 48 mtpa of new capacity expected to come online in 2019
- At least 125 mtpa of LNG production capacity in planning has a breakeven of <$10/mmBTU
  - 52 mtpa of long-term offtake agreements have been signed since Q1 2017

Source: IGU, Wood Mackenzie, Poten

LNG Demand Continues To Keep Pace With New Supply

LNG Import Growth (Million Tonnes) By Country On Trailing 12-Month Basis



Source: Poten

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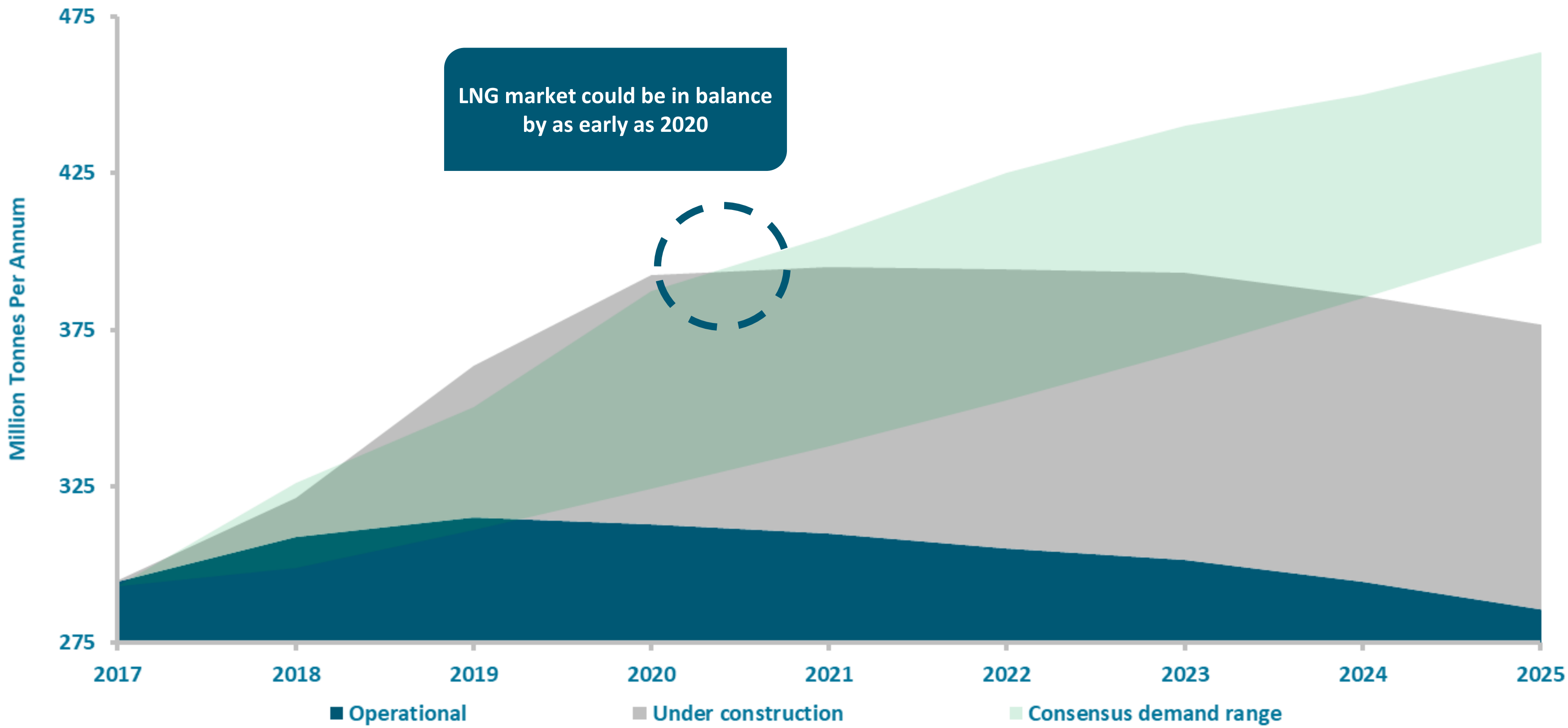
LNG Demand Forecast To Exceed Supply In Early 2020s

LNG Supply Versus Demand 2017-2025 (mtpa)

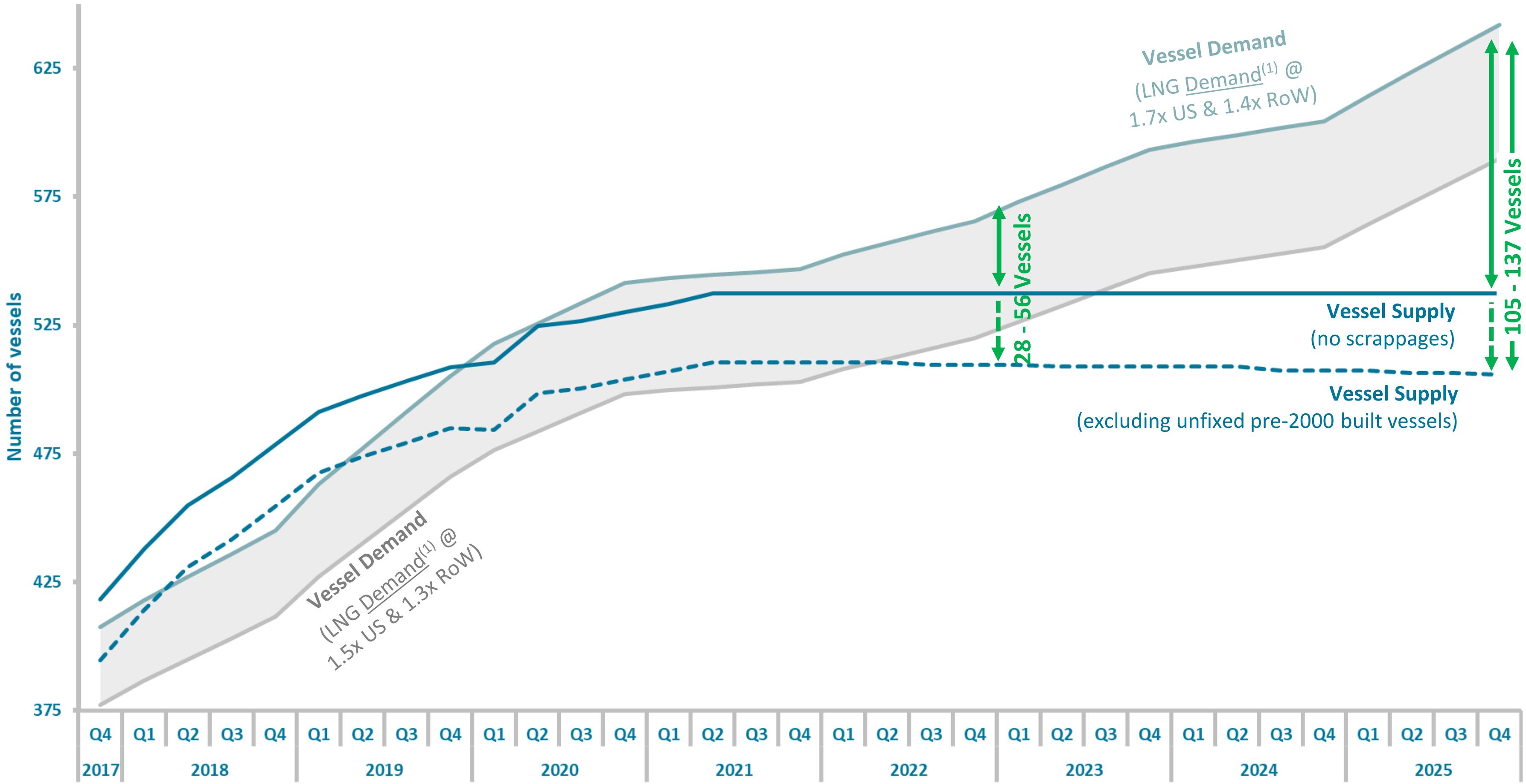


FIDs For New Supply Required In Next 12-18 Months To Meet Anticipated Demand in 2020+

Source: Wood Mackenzie, Shell LNG Outlook 2018, BP Energy Outlook 2018, Bloomberg, UBS, Wells Fargo, Credit Suisse, Barclays

Positive Outlook For LNG Shipping Supply And Demand

Projected LNGC Vessel Supply & Demand Balance (160k CBM Vessel Equivalent)



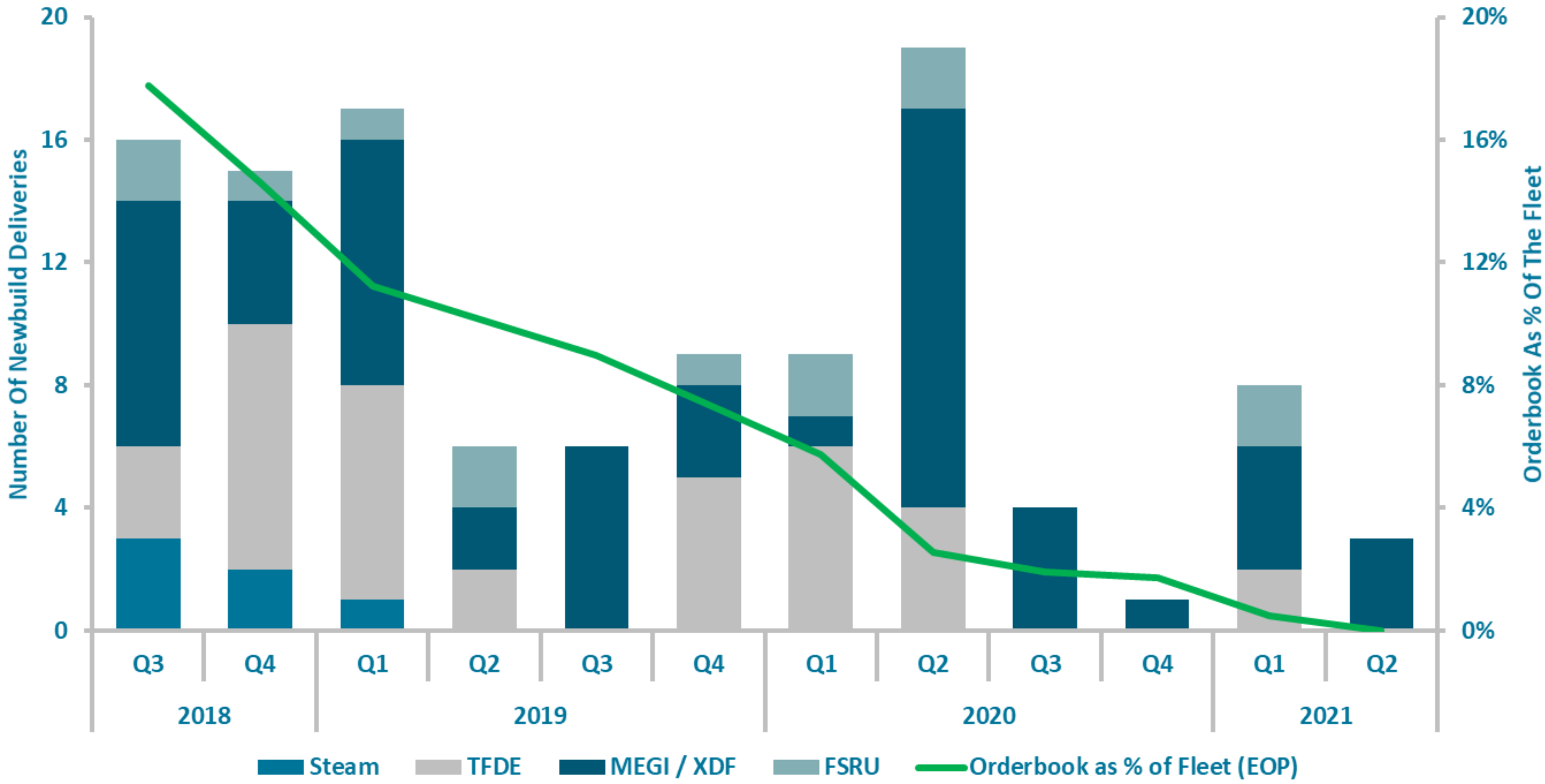
More Ships Required To Meet LNG Demand 2020+

1. Projected LNG Vessel Demand high and low cases are based on Wood Mackenzie LNG Demand[3] [4] forecast and the respective vessel-to-volume multipliers, as annotated in the chart legend
2. Projected LNG Vessel Demand are based on Wood Mackenzie LNG Supply[3] [4] forecast and the respective vessel-to-volume multipliers, as annotated in the chart legend
3. Demand breakdown between US and Rest of World (RoW) is based on Wood Mackenzie supply estimates
4. Annual Wood Mackenzie demand & supply forecasts assumed to increase quarterly on a linear basis

Source: Wood Mackenzie, Poten

Orderbook Declining As Percentage Of Global Fleet

Newbuild Delivery Schedule Q3 2018 – Q2 2021

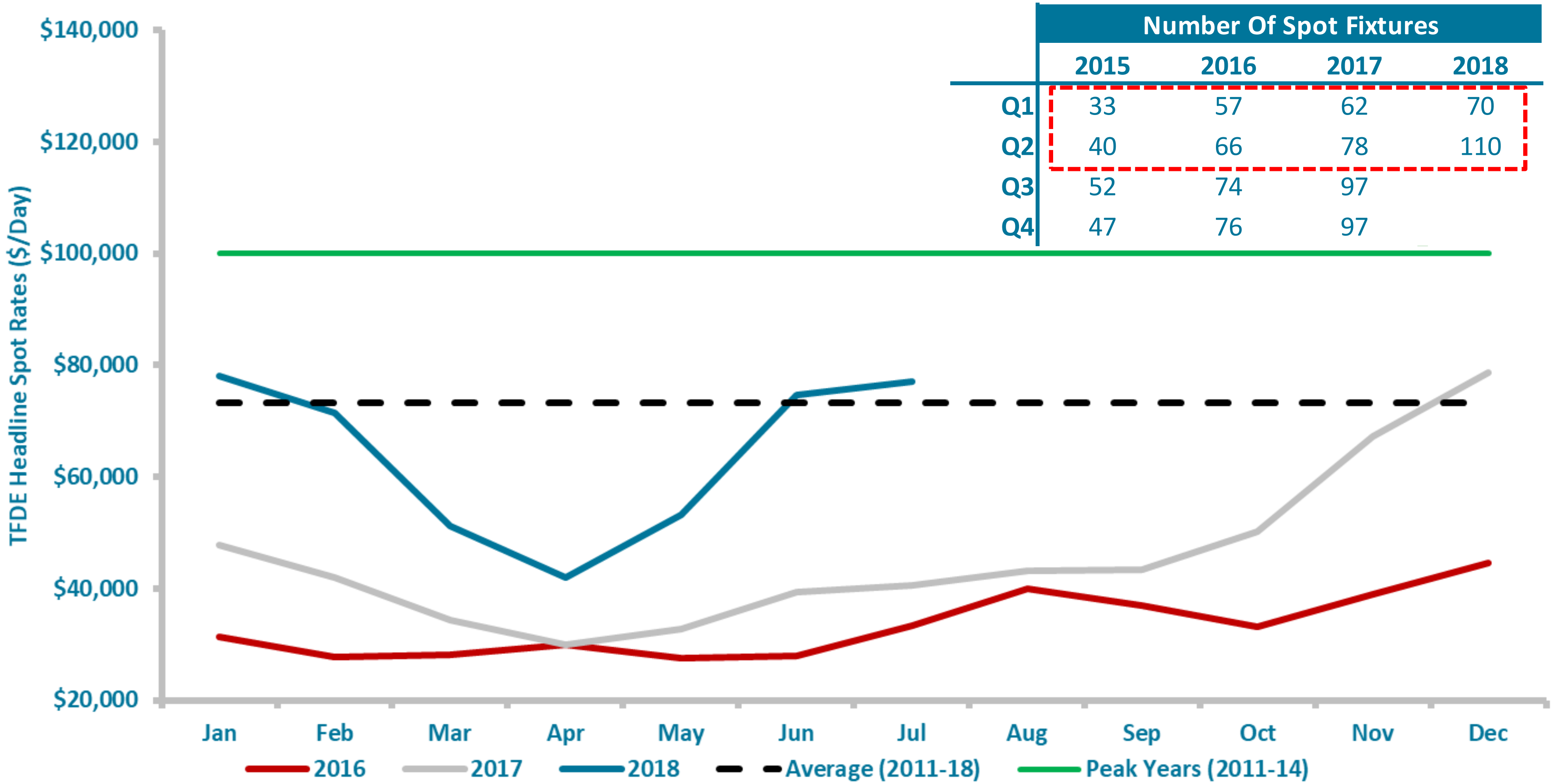


Vessels Ordered Today Not Delivered Before 2021

Source: Poten, company estimates

Spot Rates Rising During Shoulder Months Underscored By Record Spot Fixing Activity

TFDE Headline Spot Rates (2011-18) And Quarterly Spot Fixtures (2015-2018 YTD)



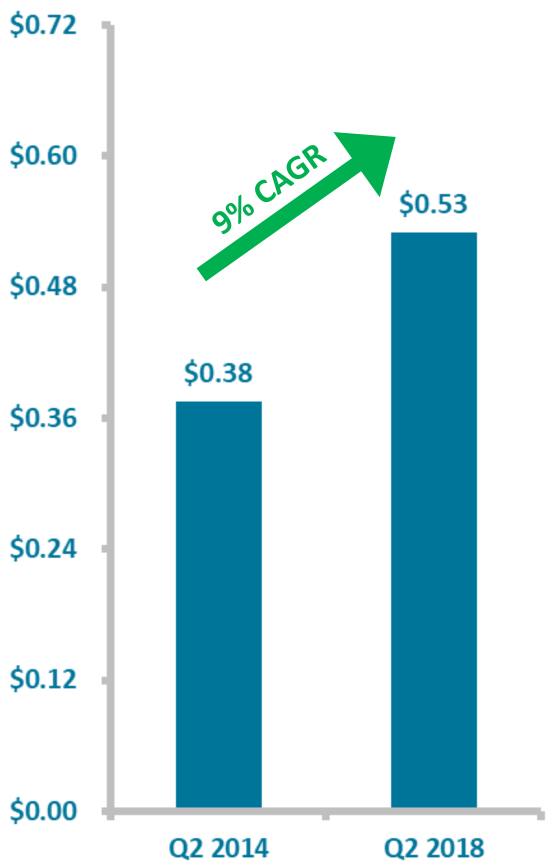
	Number Of Spot Fixtures			
	2015	2016	2017	2018
Q1	33	57	62	70
Q2	40	66	78	110
Q3	52	74	97	
Q4	47	76	97	

Clarksons Currently Quoting Average TFDE Headline Rates Of $75,000/Day, +86% Y-o-Y

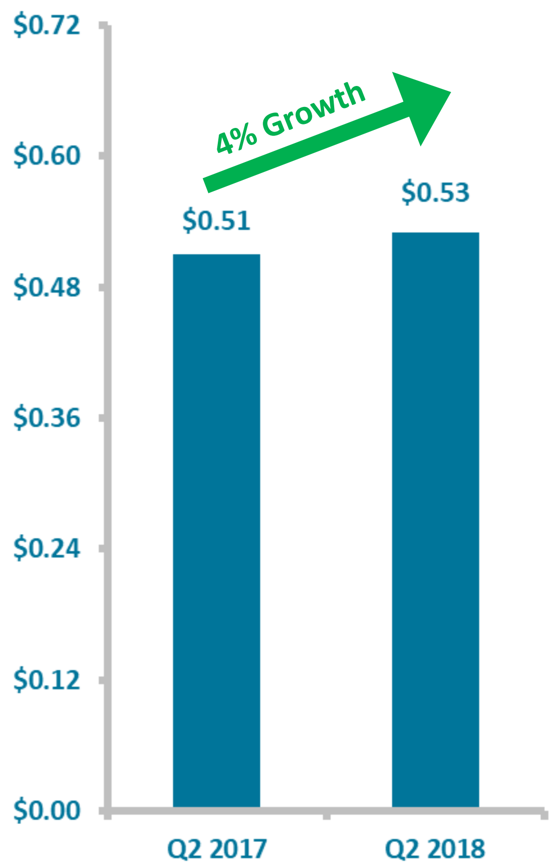
Source: Clarksons, Poten

Distribution Growth Track Record And 2018 Guidance

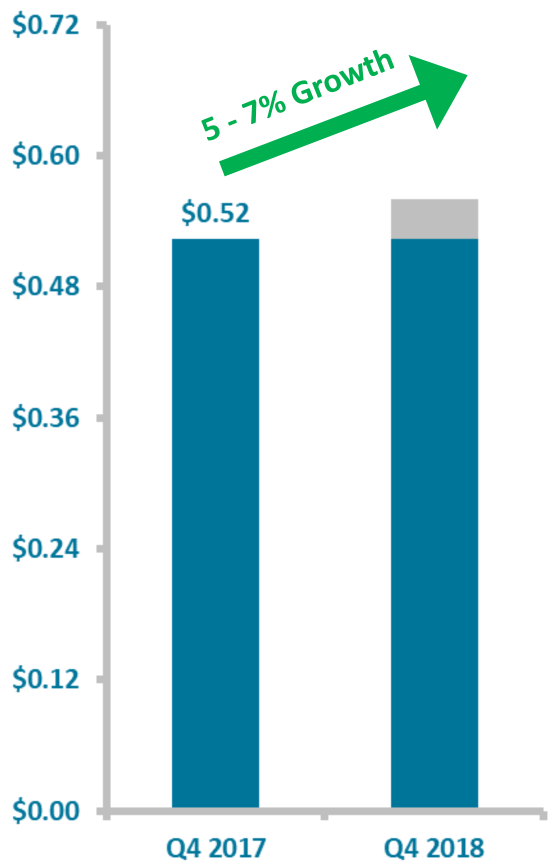
Cash Distribution Paid Since IPO



Year-On-Year Growth



2018 Distribution Guidance



Adjusted Distribution Coverage Ratio (1) 1.18x In Q2 18

1. Adjusted distribution coverage ratio represents the ratio of Adjusted distributable cash flow to the cash distribution declared. Adjusted distributable cash flow is defined as Distributable cash flow after adjusting for the $5.8 million negative impact on revenues of the scheduled dry-dockings of the GasLog Santiago and the GasLog Sydney

Review And Outlook

1 Successfully re-chartered the *GasLog Sydney* to Cheniere, increasing our contracted revenue days to 91% in 2018 and 2019

2 Declared quarterly cash distribution of $0.53 per LP unit, 4% growth over Q2 2017

3 5% to 7% guidance for 2018 reflects dropdown pipeline, current liquidity available to fund growth, dry-docking and charter coverage

4 New liquefaction capacity and strong LNG demand growth support tightening LNG shipping market

1. Partnership Performance Results represent the results attributable to GasLog Partners which are non-GAAP financial measures.
2. EBITDA and Distributable cash flow are non-GAAP financial measures, and should not be used in isolation or as a substitute for GasLog Partners' financial results presented in accordance with International Financial Reporting Standards ("IFRS"). For the definition and reconciliation of these measures to the most directly comparable financial measures calculated and presented in accordance with the Partnership Performance Results, please refer to the Appendix of this presentation.

APPENDIX: NON-GAAP RECONCILIATIONS

Non-GAAP Reconciliations

Non-GAAP Financial Measures:

EBITDA is defined as earnings before interest income and expense, gain/loss on derivatives, taxes, depreciation and amortization. EBITDA, which is a non-GAAP financial measure, is used as a supplemental financial measure by management and external users of financial statements, such as investors, to assess our financial and operating performance. The Partnership believes that this non-GAAP financial measure assists our management and investors by increasing the comparability of our performance from period to period. The Partnership believes that including EBITDA assists our management and investors in (i) understanding and analyzing the results of our operating and business performance, (ii) selecting between investing in us and other investment alternatives and (iii) monitoring our ongoing financial and operational strength in assessing whether to purchase and/or continue to hold our common units. This increased comparability is achieved by excluding the potentially disparate effects between periods of financial costs, gain/loss on derivatives, taxes, depreciation and amortization, which items are affected by various and possibly changing financing methods, financial market conditions, capital structure and historical cost basis, and which items may significantly affect results of operations between periods.

EBITDA has limitations as an analytical tool and should not be considered as an alternative to, or as a substitute for, or superior to, profit, profit from operations, earnings per unit or any other measure of operating performance presented in accordance with IFRS. Some of these limitations include the fact that it does not reflect (i) our cash expenditures or future requirements for capital expenditures or contractual commitments, (ii) changes in, or cash requirements for, our working capital needs and (iii) the cash requirements necessary to service interest or principal payments, on our debt. Although depreciation and amortization are non-cash charges, the assets being depreciated and amortized will often have to be replaced in the future, and EBITDA does not reflect any cash requirements for such replacements. It is not adjusted for all non-cash income or expense items that are reflected in our statement of cash flows and other companies in our industry may calculate this measure differently to how we do, limiting its usefulness as a comparative measure. EBITDA excludes some, but not all, items that affect profit or loss and these measures may vary among other companies. Therefore, EBITDA as presented herein may not be comparable to similarly titled measures of other companies.

Distributable cash flow means EBITDA, on the basis of the Partnership Performance Results, after considering financial costs for the period, including realized loss on derivatives and forward exchange contracts and excluding amortization of loan fees, estimated dry-docking and replacement capital reserves established by the Partnership and accrued distributions on preference units, whether or not declared. Estimated dry-docking and replacement capital reserves represent capital expenditures required to renew and maintain over the long-term the operating capacity of, or the revenue generated by, our capital assets. Distributable cash flow, which is a non-GAAP financial measure, is a quantitative standard used by investors in publicly-traded partnerships to assess their ability to make quarterly cash distributions. Our calculation of Distributable cash flow may not be comparable to that reported by other companies. Distributable cash flow has limitations as an analytical tool and should not be considered as an alternative to, or substitute for, or superior to, profit or loss, profit or loss from operations, earnings per unit or any other measure of operating performance presented in accordance with IFRS.

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Non-GAAP Reconciliations

Reconciliation of Distributable Cash Flow to Profit:
(Amounts expressed in Thousands of U.S. Dollars)

For the Quarter Ended

	30-Jun-14[1]	30-Sep-14	31-Dec-14	31-Mar-15	30-Jun-15	30-Sep-15	31-Dec-15	31-Mar-16	30-Jun-16	30-Sep-16	31-Dec-16	31-Mar-17	30-Jun-17	30-Sep-17	31-Dec-17	31-Mar-18	30-Jun-18
Partnership's profit for the period	$3,823	$9,575	$1,146	$12,897	$12,614	$19,230	$20,299	$16,191	$17,383	$18,869	$24,827	$21,022	$19,358	$25,299	$28,438	$32,002	$22,901
Depreciation	$2,157	$4,083	$7,112	$6,832	$6,895	$11,099	$11,155	$11,103	$10,949	$11,116	$12,062	$12,362	$13,466	$15,580	$16,785	$16,786	$17,974
Financial costs	$1,382	$2,588	$11,236	$3,950	$4,030	$6,923	$6,886	$7,181	$7,252	$7,333	$8,421	$8,782	$10,288	$12,289	$13,557	$13,888	$14,552
Financial income	($3)	($9)	($11)	($9)	($8)	($5)	($2)	($18)	($24)	($83)	($54)	($117)	($228)	($311)	($316)	($519)	($579)
Loss / (gain) on interest rate swaps	$756	($343)	$4,805	$0	$0	0	0	0	0	0	($3,623)	($23)	$2,336	$672	($3,106)	($6,327)	($1,588)
EBITDA	**$8,115**	**$15,894**	**$24,288**	**$23,670**	**$23,531**	**$37,247**	**$38,338**	**$34,457**	**$35,560**	**$37,235**	**$41,633**	**$42,026**	**$45,220**	**$53,529**	**$55,358**	**$55,830**	**$53,260**
Financial costs[2]	($1,606)	($2,982)	($5,324)	($3,573)	($3,638)	($6,159)	($6,114)	($6,191)	($6,322)	($6,425)	($7,991)	($8,419)	($9,591)	($11,380)	($12,332)	($11,771)	($12,674)
Drydocking capital reserve	($395)	($727)	($1,499)	($1,499)	($1,499)	($2,670)	($2,670)	($2,168)	($2,168)	($2,168)	($2,325)	($2,682)	($2,871)	($3,240)	($3,441)	($3,245)	($3,447)
Replacement capital reserve	($1,470)	($2,694)	($4,341)	($4,340)	($4,340)	($7,015)	($7,015)	($7,231)	($7,232)	($7,228)	($7,776)	($7,429)	($7,955)	($8,942)	($9,551)	($8,314)	($8,767)
Paid and accrued preferred equity distributions	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($1,549)	($3,100)	($3,100)	($5,038)	($5,457)
Distributable Cash Flow	**$4,644**	**$9,491**	**$13,124**	**$14,258**	**$14,054**	**$21,403**	**$22,539**	**$18,867**	**$19,838**	**$21,414**	**$23,541**	**$23,496**	**$23,254**	**$26,867**	**$26,934**	**$27,462**	**$22,915**
Other reserves[3]	($514)	($252)	($2,407)	($3,541)	($7)	($5,691)	($6,829)	($3,155)	($2,761)	($4,336)	($3,992)	($3,375)	($2,253)	($4,490)	($4,089)	($3,190)	$1,357
Cash distributions declared	**$4,130**	**$9,239**	**$10,717**	**$10,717**	**$14,047**	**$15,712**	**$15,710**	**$15,712**	**$17,077**	**$17,078**	**$19,549**	**$20,121**	**$21,001**	**$22,377**	**$22,845**	**$24,272**	**$24,272**
Revenue	**$11,293**	**$21,335**	**$33,302**	**$32,578**	**$32,943**	**$51,453**	**$51,953**	**$49,358**	**$49,636**	**$51,452**	**$55,978**	**$56,993**	**$62,582**	**$73,277**	**$76,219**	**$77,061**	**$74,909**

1. The Partnership's Q2 2014 results reflect the period from May 12, 2014 to June 30, 2014.
2. Includes realized loss on interest rate swaps and excludes amortization of loan fees.
3. Refers to movement in reserves (other than the drydocking and replacement capital reserves) for the proper conduct of the business of the Partnership and its subsidiaries (including reserves for future capital expenditures and for anticipated future credit needs of the Partnership and its subsidiaries).

GASLOG PARTNERS

The GasLog Ltd. And GasLog Partners Fleets

1. The period shown reflects the expiration of the minimum optional period and the maximum optional period. The charterers of the GasLog Seattle and the Solaris have unilateral options to extend the term of the time charters for periods ranging from five to ten years, provided that the charterers provide us with advance notices of declaration of any option in accordance with the terms of the applicable charter. The charterers of the Methane Lydon Volney, the Methane Shirley Elisabeth, the Methane Heather Sally, the Methane Becki Anne and the Methane Julia Louise have unilateral options to extend the term of the related time charters for a period of either three or five years at their election, provided that the charterers provide us with advance notices of declaration of any option in accordance with the terms of the applicable charter. The charterer of the GasLog Greece and the GasLog Glasgow has the right to extend the charters for a period of five years at the charterer's option. The charterer of the GasLog Geneva and the GasLog Gibraltar has the right to extend the charter by two additional periods of five and three years, respectively, provided that the charterer provides us with advance notice of declaration. The charterer of the GasLog Houston and the GasLog Genoa has the right to extend the charter by two additional periods of three years, provided that the charterer provides us with advance notices of declaration. The charterer of the GasLog Hong Kong has the right to extend the charter for a period of three years, provided that the charterer provides us with advance notice of declaration.
2. The vessel is chartered to Total Gas & Power Chartering Limited, a wholly owned subsidiary of Total S.A.
3. On February 24, 2016, GasLog completed the sale and leaseback of the *Methane Julia Louise* with Lepta Shipping Co., Ltd., a subsidiary of Mitsui Co., Ltd. GasLog Partners retains its option to purchase the special purpose entity that controls the charter revenues from this vessel.
4. The *GasLog Santiago* will begin her approximately three and a half year charter with a new customer during Q3 2018. The charterer has the option to extend the term of the time charter for a period ranging from one to seven years.
5. A one year time charter to a new customer for either of the *Methane Jane Elizabeth* or *Methane Alison Victoria* will commence during Q4 2019. The charterer has the option to extend the term of the time charter for a period ranging from one to four years.
6. Shell and GasLog have agreed to substitute the *GasLog Saratoga* for the *GasLog Skagen*. The substitution will take effect towards the end of the *GasLog Skagen's* scheduled dry-docking in the third quarter of 2018
7. The *GasLog Houston* is currently on a short-term charter to a major LNG producer and thereafter will trade under her multi-year charter with a subsidiary of Shell, from the beginning of 2019 until April 2028.
8. GasLog and Centrica have agreed optionality in relation to the actual vessel to be delivered into the seven year charter party announced by GasLog on 30 May 2018. This optionality allows, instead of HN 2262, either HN 2212 or HN 2274 to be delivered into the charter party.
9. The charterer of the *GasLog Sydney* may extend the term of this time charter for a period ranging from six to twelve months, provided that the charter gives us advance notice of declaration.